

Pensacola Fish Arrivals.

Arrivals for last week at Pensacola were as follows: E. E. Saunders & Co., Seacomett, 16,000 lbs. redsnappers, 8,000 lbs. groupers; Favorite, 17,000 lbs. redsnappers, 3,000 lbs. groupers; Clara M. Littlefield, 13,000 lbs. redsnappers, 4,000 lbs. groupers; Mary E. Cooney, 27,000 lbs. redsnappers, 2,000 lbs. groupers. The Warren Fish Co., Chicopee, 15,000 lbs. redsnappers, 2,000 lbs. groupers; C. H. Colt, 16,000 lbs. redsnappers, 4,000 lbs. groupers; Amy Wixan, 11,000 lbs. redsnappers; Walzan, 8,500 lbs. redsnappers, 1,800 lbs. groupers; Oriola, 12,000 lbs. redsnappers; Franklin 14,000 lbs. redsnappers, 2,000 lbs. groupers; Calatea, 7,000 lbs. redsnappers, 1,500 lbs. groupers; Mary L. Harty, 15,000 lbs. redsnappers; Alcamo, 18,000 lbs. redsnappers, 2,000 lbs. groupers.

Ready For Labrador.

Some 12 crafts are now at Harbor Grace awaiting a favorable chance to get away for Labrador. The majority of these are laden with supplies and will engage in the fishery during the summer, while others are coming on to St. John's. The sch. Randolph C., at present in charge of Captain Moore, has been purchased by Mr. Arthur Parsons of Carbonear. She is being used in the coal trade but will probably be equipped with supplies and sent forward to the Labrador fishery.

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FISH CAPABLE OF REASONING?

Whether fish are capable of reasoning or of associating ideas in the way which is often so remarkable among the higher animals is still an unsettled point, says Scientific American. Some recent experiments made by M. Oxner and presented to the Academie des Sciences throw some light on the matter. Edinger denied that fish can associate ideas, and exact researches on this point have been lacking. It is claimed that a fish has no memory, since after he is hooked for the first time he does not profit by the experience, but can be caught again when the hook is well concealed. The author's work in the laboratory of the Monaco oceanographic establishment led him to another conclusion. First he used a well-concealed hook, and could then catch the same fish day after day; but this proves nothing more than that the hook was so well concealed that the fish was not aware of its presence, and since he thus found no difference between the bait and ordinary food, there was nothing to prevent him from taking the same bait. In another series of trials Oxner also concealed the hook, but two inches above it he attached a small paper square. In each tank he placed a single specimen of Cris Julis which had been recently captured in the net. For several days it refused the bait, but on the 8th day the fish bit, and after unhooking it, Oxner replaced it in the water. On the three following days the fish also bit and was caught, but on the twelfth day it no longer touched the bait, and the paper signal began to produce its effect. On the same day the paper was removed, and then the fish took the bait. On replacing the paper, the fish refused to bite for three days, after examining the bait several times. On the next day it approached the paper square, then descended and very carefully nibbled the bait until it had eaten it all off the hook, but without swallowing the latter. This it kept up for a number of days following. M. Oxner repeated the same kind of experiment many times with fish, and the result was the same. He concludes that at first the fish is indifferent and it takes the bait, but the association of ideas of the pain caused by the hook and of the color of the paper commence to act after a few days. The result is that the paper acts as a warning signal in spite of the attraction caused by the food. But by degrees the instinctive action of approaching the food overcomes the prohibitive effect and the fish begins to take the food, but very slowly, and finding that this succeeds, it continues to follow the same action.

FIRST OF CAPE SHORE FLEET HOME

Most of Them, as Anticipated, Have Very Small Catches.

One at T Wharf Got 27 Cents For Fresh Ones.

Sch. Frances S. Grueby, Capt. Enos Nickerson, is at Boston this morning from the Cape Shore with 8000 large fresh mackerel and 143 barrels of salt mackerel, it being the first seining fare to be landed at Boston this year. At this port this morning are three of the fleet, with 360 barrels of salt mackerel among them.

None of the crafts have any fresh fish. The largest fare is that of sch. Monarch, Capt. John F. Vautier, who hauls for 260 barrels, sch. Clintonia, Capt. Ralph Webber, 40 barrels and sch. Stiletto, Capt. Lewis Carritt, 60 barrels and sch. Marguerite Haskins with no fish.

The fresh fish of the sch. Frances S. Grueby sold at Boston this morning at 27 cents a piece right through. No sales on salt mackerel were reported this morning, and it is probable that there will be nothing doing today, or at least until some of the others of the fleet arrive to see what is coming along.

First Fares Last Year.

The first Cape Shore arrivals at T wharf, Boston, last year was on Thursday, June 8, when sch. Constellation, Capt. Charles Maguire, landed 25,000 large fresh fish. On the next day, sch. Sylvania landed 33,000 fresh mackerel. The fare of the former craft sold at 18 cents and the latter 16 cents.

The Halifax Chronicle of Tuesday says:

"From present indications the catch

of mackerel of the spring run, along the coast of Nova Scotia, will be a failure. Since the mackerel struck in along the coast over a week ago they have been sighted only in scattered schools and but few of the fishermen have made catches of any size. In previous years the mackerel fishermen by this time have all had large fares, but with the exception of the boats fishing out of Whitehead, the catches this year have been few and far between. The spring run will be on for another week or ten days, and unless the fishermen have better luck than during the early part of the run, the total catch will be away below the average for the past several years."

The steamer Dawson arrived at Halifax Monday with 6000 fresh mackerel at Hawkesbury from Lennox passage. They were bought by the Halifax Cold Storage Co.

The British sch. St. Helena which arrived here today with a cargo of salt cod for the Gorton-Pew Fisheries company reports mackerel schooling in abundance off Little Hope last Sunday. The captain reports none of the seining crafts in that locality at the time.

Arrivals at Newport.

Arrivals at Newport yesterday were as follows:

Str. Hathway, 200 fresh mackerel.
Str. Portland, 200 fresh mackerel.
Sloop Florida, 200 fresh mackerel.
Sch. Mabel Leavitt, 200 fresh mackerel.
Sch. Lillian, 500 fresh mackerel.
Sch. Mary Emerson, 500 fresh mackerel.

ON A FISH PROSPECTING VOYAGE

Sch. Elva L. Spurling Will go to Newfoundland Treaty Coast.

Carries All Kinds of Gear and Chartered by Chicago Concern.

Loaded down deep with nearly everything conceivable in the way of fishing gear, from a mackerel seine to gill nets, trawls, handlines, etc., the sch. Elva L. Spurling, chartered by the Booth Fisheries of Chicago will sail for the Newfoundland coast this afternoon on a prospecting trip, to be absent several months.

The craft will be commanded by Capt. Joseph Hanson, a well known skipper on the Pacific coast who has made a record in the halibut and salmon fishery. Capt. Hanson left Chicago several days ago, coming here to superintend the fitting of the craft. It will be his first trip in eastern waters.

Work in getting aboard supplies, gasoline and the seine was being rushed this forenoon at the Atlantic Maritime company's wharf where the craft is fitting. Among her assorted cargo of fishing gear is a hoisting engine, and lift, such as is used by the gill netting fishermen.

Much Interest Here in the Voyage.

Much interest attaches to the sailing of the craft, which for the present will be more of a prospecting expedition, rather than anything else. There is fishing gear of every description stored away in her hold, suitable to catching anything from a mackerel to a halibut. It is understood that the craft will remain in Newfoundland waters until cold weather.

The recent ruling of the treasury department, relative to the method of operation and admission of fish into this country, free of duty, taken on the treaty coast, is said to have been an inspiration for the promoters of the scheme. One of the ideas in view, which the company is said to be working out, is the feasibility of shipping fish caught on board, by steamer to the company in Chicago. It is the first attempt ever made to ship fresh fish direct from Newfoundland to the American market.

Capt. Hanson will take a crew of eight men with him and others will be shipped at Newfoundland.

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BID UP FOR THE FRESH MACKEREL.

T WHARF DEALERS ALSO RAISED PRICES OF GROUND FISH THIS MORNING.

The real live attraction among the fish buyers at T wharf, Boston, this morning was the mackerel trip of the sch. Frances S. Grueby, although sales of ground fish were somewhat better than yesterday, prices on large and market cod, being fair.

Of the off shore fleet are three of the steam trawlers, the Foam, Surf and Swell. The latter has the largest trip, hauling for 61,000 pounds while the Foam has 52,000 pounds. Sch. Buema is reported with 50,000 weight of cod the remainder of the fleet of shore boats having their ordinary catches.

Haddock sold at \$1 to \$1.39 a hundred, large cod, \$4.50 to \$5; market cod, \$2.75 to \$3 and pollock \$2.30. Fresh mackerel brought 27 cents a piece.

Boston Arrivals.

The fares and prices in detail are:

Sch. Matchless, 26,000 haddock, 4000 cod.
Sch. Appomattox, 3500 haddock, 14,000 cod.
Sch. Buema, 50,000 cod.
Str. Foam, 50,000 haddock, 2000 cod.
Sch. E. C. Hussey, 2000 haddock, 12,000 cod.
Sch. Rose Cabral, 29,000 haddock, 2,000 cod.
Sch. Eva and Mildred, 4500 halibut.
Sch. Mary Edith, 18,000 haddock, 800 cod.
Sch. Actor, 1400 cod, 4000 pollock.
Str. Surf, 31,000 haddock, 400 cod.
Str. Swell, 59,000 haddock, 2000 cod.
Sch. Frances S. Grueby, 8000 fresh mackerel, 143 bbls. salt mackerel.
Str. Water Witch, 90 bbls. porgies.
Str. Charles A. Dyer, 100 bbls. porgies.

Haddock, \$1 to \$1.30 per cwt.; large cod, \$4.50 to \$5; market cod, \$2.75 to \$3; fresh mackerel, 27 cents each; pollock, \$2.30.

HOUSEWIVES WILL BUY FISH.

LEAGUE IN NEW YORK OF 70,000 MEMBERS ARE AGAINST HIGH PRICED MEAT.

Leaders of the New York Housewives League, which is trying to get its 70,000 members to substitute cheap fish for high-priced meat, have announced that they would inaugurate a "moving fish market."

Since it has been difficult to get the housewives to go to the fish docks, the league has chartered a van of four tons capacity which they will load with fish and three times a week send it around the city.

CAPLIN STRIKE AT ST. PIERRE.

Caplin have struck in abundant quantities at St. Pierre, Miquelon, so states a despatch to the Gorton-Pew Fisheries Company. Sch. Olga was recently at St. Pierre and after securing a baiting, sailed for the grounds.

On the Railways.

Sch. Constellation is on Rocky Neck railways.

Sch. Frances P. Mesquita and tug Ethel of Beverly are on Burnham Brothers' railways.

Sch. Stranger and steamer Margaret D. are on Parkhurst's railways.

Shack Cod Sale

The fresh and salt shacking fare of sch. Fannie E. Prescott sold to the Gloucester Salt Fish Company this forenoon.

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LOCAL CLAIMS AMOUNT \$60,000

List of Local Vessel Owners Who Have Filed Affidavits.

Clear Converse Idea of Just What Can be Claimed.

Claims against the Newfoundland government for light dues, duties, etc., paid by Gloucester fishing schooners in Newfoundland ports on the treaty coasts, are nearly ready to be filed in Washington, and many of them, if not all, will come before a commission in that city in the fall of the present year.

Preliminary claims and schedules of the same have already been filed in Washington by the following firms and individuals: Carl C. Young, Cunningham & Thompson Company, Jerome McDonald, Sylvanus Smith & Company, M. Walen & Son, Inc., Lemuel E. Spinney, William H. Thomas, John Chisholm, Lovett Hines, George H. Peeples, Atlantic Maritime Company, Frank H. Hall, Thomas M. Nicholson, A. D. Mallock, Davis Bros., Edward Trevo, Fred Thompson, Henry M. Atwood, Gorton-Pew Fisheries Company, Orlando Merchant, Waldo I. Wonson, Hugh Parkhurst & Co., M. J. Palson, Russell D. Terry, M. J. Dillon, William Parsons, T. A. Langsford & Son, E. C. Rogers, trustee, Schwartz & Bernstein.

The total amount of claims are in the vicinity of \$60,000. Claims of William Parsons, successor to the firm of Gardner & Parsons and the Cunningham & Thompson Company have been summarized, the correct amounts claimed by each vessel being as follows:

Summary of Claims of William Parsons.

Sch. Corsair	\$1,099.75
Sch. Robinhood	243.40
Sch. Independence, II.	808.66
Sch. Argo	239.84
Sch. Helen G. Wells	52.11
Sch. Colonial	329.92
Sch. Dreadnaught	184.12
Sch. Lizzie Griffin	24.24
Sch. Grace L. Fears	61.44
Sch. Independence	406.75
Total	\$3,450.23

Summary of Claims of Cunningham & Thompson Company.

Sch. Aloha	\$895.15
Sch. Arkona	408.51
Sch. Cavalier	75.00
Sch. Ingomar	424.26
Sch. Norma	319.52
Sch. Talisman	602.96
Sch. Puritan	144.87
Sch. Jennie B. Hodgdon	155.80
Sch. Nourmahal	507.36
Sch. Quickstep	18.50
Sch. Norumbega	66.69
Sch. Anglo Saxon	53.72
Sch. Winona	51.79
Sch. Arbutus	117.81
Sch. Masconomo	164.77
Sch. Independence II.	115.21
Sch. S. P. Willard	368.19
Sch. Corona	267.10
Sch. Saladin	594.23
Sch. Arethusa	555.75
	\$5907.19

Claims Number 300 or 400.

The preparation of these claims, some 300 or 400 in number, necessitates a great amount of work, probably much more than anyone except those actually engaged in the work are aware of. In the first place, all the Custom House papers including enrollments, registers, licenses, and entries must be procured from the custom house in the form of certified copies of the same. Then the affidavit of the master of each schooner on each trip must be obtained, and if that master is dead or missing, then of the mate or of a member of the crew of the schooner during each trip. All vouchers, receipts, etc., given to the masters by the officials of the Newfoundland government must also be attached to the claim and the owner of the schooner must also make affidavit to the whole proof. Beside the actual proof there must be an itemized schedule of all the claims of each firm, giving the owner's name, the name of the schooner the date the

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name of the captain the port at which the money was paid and an itemized account of the duties and charges claimed. No claims are made for any money that was paid elsewhere except on the treaty coast of Newfoundland, and as a great many vessels paid duties and light dues, etc., in other ports of Newfoundland, great care has to be taken in order to separate valid claims from those where no recovery can possibly be made.

What the Claims Are For.

Claims are made against the Newfoundland government for duties paid on barrels, salt, and other articles which were collected by the said government on the ground that the same were imports into Newfoundland, when in fact they were a part of the actual outfits of the schooner and were intended to be used and were used for the purpose of curing the packing fish procured by said schooner. None of these barrels, salt, and other articles were ever landed or disposed of in any way but were brought back to Gloucester in the schooner.

There are claims for light dues, so called, which are a charge by the Newfoundland government of 24 cents per net tonnage of each schooner, payable each year.

Claim is also made for sums paid for harbor dues which were charges

for report, entry, clearance, and other port charges.

Claim is made for money which the master of a schooner was sometimes obliged to pay to surety or sureties on a bond, which was required by the Newfoundland custom house officials, and said bonds stipulating that the cargo of fish procured by said vessel would be delivered in the United States and not in any foreign country.

The officials of the Newfoundland government also at times, collected a fee for marking the fish tubs, and claims are also made for the fees paid for the same.

Duty was collected on lumber carried by each schooner, which was actually a part of the outfit of said schooner and was used for building a scaffolding upon the schooner for the purpose of freezing and curing fish when caught. This lumber was always destroyed or thrown away or brought back to the United States and was never imported into Newfoundland, but nevertheless the officials in that port always collected the duty on the same and claim is made for those amounts.

Duty was also claimed and paid on account of nets, anchors, oiled clothes, tobacco, rubber boots, cordage and similar articles, which the Newfoundland officials claimed were intended for sale, barter or trade in Newfoundland, when in fact they were a part of the outfits and gear of the schooners, and claim is therefore made for the amount of duties paid for these articles.

What the Master Makes Oath To.

The affidavit of the master must state that he was master of a certain fishing schooner during certain years; that he sailed from Gloucester for Newfoundland on various fishing voyages during said years; that the schooner carried no outward cargo on any trip; that none of the articles in her outfit were intended for barter or trade, and none of the same were landed at any port in Newfoundland or in any other place; and that none were disposed of or used by anyone except members of the crew of the schooner; that payments to the officials of the Newfoundland government were made by the master personally, that they were not made voluntarily but were made under demand from the said officials, the latter claiming that the amounts were charges against said schooner, her master, and owners, and that the master and owners were bound by law to pay the same; that no fishing was carried on by said vessel outside the treaty waters of Newfoundland; that no entry was made at any port in Newfoundland except treaty ports; that after securing a cargo of herring or other fish, the vessel sailed for Gloucester, and that the schooner brought back to said Gloucester all the barrels, salt, nets, gear and supplies which she carried away from Gloucester, except such portions of the same as were consumed, lost, destroyed, or worn out in the prosecution of fishing during the trip.

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ANOTHER ONE FOR CLAYTON.

SCH. ARETHUSA HOME FROM
SALT BANKING WITH 160,000
POUNDS OF COD.

Capt. Clayton Morrissey is still hitting up his usual pace, as is again evidenced by another of those quick trips and big salt fares, which he has here this morning, after an absence of five weeks from port, his haul being for 160,000 pounds of salt cod.

Capt. Morrissey had nice fishing and when the crew came to share up, they will get a tidy share, as their part of the trip as a result.

Sch. Juno from a Cape North shacking trip has 75,000 pounds of salt cod and 25,000 pounds of fresh cod, and sch. Esperanto, also from Cape North, 70,000 pounds of fresh and 30,000 pounds of salt cod.

Down from Boston is sch. Jeanette with 80,000 pounds of her fare left over from yesterday.

The steamer Jeffery struck a school of porgies off here yesterday and brought in 125 barrels of fish, while steamer Trident seined 80 barrels of herring, which were also landed here.

The British sch. St. Helena from Sydney, C. B., arrived during the forenoon with 230,000 pounds of salt cod, consigned to the Gorton-Pew Fisheries Company.

Four of the Cape Shore fleet are home. Details in the mackerel story.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Juno, Cape North, shacking, 75,000 lbs. salt cod, 25,000 lbs. fresh cod.

Sch. Arethusa, Cape North, shacking, 160,000 lbs. salt cod

Sch. Esperanto, Cape North shacking, 50,000 lbs. salt cod, 50,000 lbs. fresh cod.

Sch. Fannie E. Prescott, Cape North, shacking, 70,000 lbs fresh cod, 30,000 lbs. salt cod.

Sch. Jeanette, via Boston, 80,000 lbs. fresh fish.

Sch. Monarch Cape Shore, seining, 260 bbls. salt mackerel.

Sch. Clintonia, Cape Shore, seining, 40 bbls. salt mackerel.

Sch. Stiletto, Cape Shore, seining, 60 bbls. salt mackerel.

Str. Jeffery, seining, 125 bbls. porgies.

Sch. Marguerite Haskins, Cape Shore, seining.

Sch. Edith Silveria, shore.

Etr. Trident, 80 bbls. fresh herring.

Br. sch. St. Helena, Sydney, C. B., 230,000 lbs. salt cod.

Vessels Sailed.

Sch. Harriett, haddocking.

Sch. Olive F. Hutchings, haddocking.

Sch. Thalia, salt drifting.

Sch. Yankee, swordfishing.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$3.25; medium, \$2.87 1-2; snappers, \$2.00.

Handline Georges codfish, large, \$4 per cwt.; medium \$3.50; snappers, \$2.50.

Eastern halibut codfish, large, \$3.25; mediums, \$2.87 1-2; snappers, \$2.00.

Georges halibut codfish, large, \$4.12 1/2; mediums, \$3.50.

Drift codfish, large, \$3.75; medium, \$3.37 1-2.

Haddock, \$1.50.

Pollock, \$1.25.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.25.

Hake, \$1.25.

Fresh Fish.

Haddock, 70c per cwt.

Peak and Cape North cod, large, \$1.75; medium, \$1.50; snappers, 75c.

Western cod, large, \$2; mediums, \$1.65; snappers, 75c.

All codfish not gilled, 10c per 100 pounds less than the above.

Hake, 70c.

Cusk, large, \$1.30; medium, \$1.00; snappers, 50c.

Dressed pollock, 80c; round, 70c.

Bank halibut, 9c lb. for white, 6c lb. for large gray, 7c lb. for medium gray and 4c lb. for chicken.

Hake sounds, \$3.80 per cwt.

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270 LB. HALIBUT ON A HAND LINE

After a tussle which lasted more than two hours, Frank Cook of Provincetown succeeded Tuesday in hauling in a halibut weighing 270 pounds, which took the hook on his hand line as he was fishing for cod, just off Race Point.

Cook is a little man, weighing not more than 130 pounds, and was completely exhausted when he finally succeeded in hauling his prize to the surface. Several times, he said, he thought he would have to cut and let go as the vicious tugs of the fish threatened to overturn his little motor boat. He had about 100 feet of line out and the moment the fish struck Cook realized that he had something unusually large on the line, and made a hitch about an oarlock. This foresight alone saved him the honor of his capture, as the fish without doubt would have torn itself away, if he had been obliged to depend on the strength of his arm.

Halibut occasionally run off there, but are very seldom brought in on hand lines, generally being taken by trawl. Not since 1876 has one of such splendid proportions been taken in any fashion.

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FISH HANDLERS ARE TO ORGANIZE.

The Central Labor Union has extended an invitation to splitters and fish handlers working on the wharves of the city to attend a mass meeting at Mansfield's hall this evening.

A number of the wharf employees have had the matter of organizing under consideration for some time, and several of the leaders have been quietly sending out sentiment to ascertain the feeling relative to forming a union again, it is said.

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Portland Fish Notes.

After a very disagreeable trip of three weeks, sch. Hortense of this port came into Portland harbor Tuesday and discharged a fare of 20,000 lbs. of halibut, 5000 lbs. of salt fish, and 10,000 lbs. of fresh fish. Capt. Archie McLeod reported he was six days making the 700-mile run from Quero banks to Portland because of the head winds.

It is very evident that sometime this summer, mackerel will be caught off Portland. When the steamer Dolphin, Tuesday, drew her net, 16 of the fish were found among the herring. This is the second small lot brought in, for the steamer E. N. Brown landed about the same number the other day.

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NO BEAVER EXTERMINATION.

The efforts to prevent the extermination of the beaver in the Adirondacks have been so successful that there are now more than 20 large beaver colonies on the Raquette River alone, and there is fear of serious damage to poplar timber through the activities of the busy little animals.

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Halibut Sale.

The halibut fare of sch. Waldo L. Stream sold to the American Halibut company this forenoon at 63-4 cents a pound for white, 51-2 cents for medium gray and 41-2 cents for large grays.

On the Railways.

Sch. James and Ella is on Burnham Brothers' railways.

Sch. Gladstone is on Rocky Neck railways.

Yacht Nashawena is on Parkhurst's railways.

Fishing Fleet Movements.

Sch. Romona arrived at Mulgrave from the North Tuesday last.

Sch. Fannie E. Prescott, arrived at Liverpool Tuesday and schs. Monitor, Georgiana and Arkona cleared from there the same day.